



BONTRAGER ROAD FORK OWNER'S MANUAL

For: Bontrager Race XXX Lite

Bontrager Race X Lite

Bontrager Race Lite

Bontrager Race

Bontrager Satellite (2 models; standard or long-reach, 57mm calipers)

Bontrager Satellite (for cantilever or V-type brakes)

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READ THIS MANUAL BEFORE YOU RIDE

Please read this instruction manual thoroughly before using your new fork; it contains important safety and maintenance information.

If you do not understand the information in this manual, or you have a question about your fork that this manual does not cover, consult your Bontrager dealer. If you have a question or problem that your Bontrager dealer can't handle, contact us at:

Bontrager Components
Attn: Customer Service
801 W. Madison Street
Waterloo, Wisconsin 53594

920.478.4678
<http://www.bontrager.com>

Consider before installing

Changing the forks on your bicycle could alter the steering of the bicycle. Before installing this fork on any bike, check with your dealer or the Bontrager technical service department to ensure that Bontrager road forks are compatible with your bicycle frame.

Bontrager forks are not compatible with any mechanism which clamps around the fork blade, with the exception of bicycle computer sensors. Do not use mechanical fasteners to attach any other parts to this fork. If you are unsure of what items can be attached to this fork, consult your Bontrager dealer.

The correct installation of your new Bontrager fork is critical to your safety, so this work should be performed only by an experienced mechanic. The installation portion of these instructions is written for an experienced mechanic. If you are not sure of your ability to correctly install this fork, have the fork installed by your Bontrager dealer.

This fork has the following dimensions, which cannot be modified:

- 100mm front axle O.L.D. (Over Locknut Dimension)
- 28.6mm steerer outer diameter
- 30.0mm fork crown seat diameter

Inspect your fork before each ride

Before each ride, carefully inspect your fork for signs of fatigue. Scratches, cracks, dents, deformation, discoloration, or individual fibers extending from the fork surface, are signs of stress-caused fatigue. If the fork shows any signs of damage or fatigue, replace the fork before riding the bicycle. If you are not sure if your fork is in proper riding condition, do not ride the bicycle. Take your bicycle to your dealer for inspection.

Follow the inspection procedures in your Bicycle Owner's Manual to inspect other parts of your bicycle before each ride.

Unlike metal parts, carbon composite parts that have been damaged may not bend, bulge or deform; a damaged part may appear to be normal to a cursory glance. After any high force load, like a crash, or other impact to your bicycle, thoroughly inspect all the parts of your bike, and use the following procedures to inspect carbon composite parts.

To check a part for surface problems (visual test)

1. Clean the part thoroughly with a damp cloth.
2. Look closely for problems: scratches, gouges, cracks, loose fibers (which will appear like thin hairs), or other surface flaws
3. If the part has any problems, do not ride the bike. Take the bike to your dealer for replacement or further inspection.

To check a part for loss of rigidity (flex test)

1. Use the part in a normal manner (without actually riding) while someone watches carefully for unexpected movement. As an example, if you suspect a composite fork has been damaged, press downward firmly on the handlebar while someone watches to see if the fork flexes.

WARNING

A damaged carbon fiber part can fail suddenly, causing serious injury or death. Inspect for damage frequently. If you suspect a carbon fiber part is damaged, replace the part before riding, or take the bike to your dealer for service.

2. If the helper sees the part flex unexpectedly, or if the part feels less rigid than it should be, do not ride the bike. Take the bike to your dealer for replacement or further inspection.

To check a part for delamination (tap test)

1. Clean the part thoroughly with a damp cloth.
2. With a nickel or other coin, tap the part near any possible damage, and places where the part is known to be in good condition (or use a similar part).
3. Listen carefully for variations in sound, especially a hollow sound, "dead" tone, or any sound indicating that the part is not solid.
4. If the part makes any noise other than a hard, solid tap sound, do not ride the bike. Take the bike to your dealer for replacement or further inspection.

Re-alignment of the fork is not possible

Bontrager carbon fiber composite forks and their aluminum dropouts are not as ductile as steel. Never attempt to make adjustments to a part by bending or twisting it. If the fork has been damaged, take it to your Bontrager dealer so it can be sent to the Bontrager factory for repair.

WARNING

Never modify your fork in any way, including sanding, drilling, filing, removing redundant retention devices, or by any other technique. Such modifications will void your warranty, may cause your fork to fail, and may contribute to loss of control resulting in personal injury or death.

To maintain the fork, keep it clean

Keep your fork clean with a soft rag and a mild detergent and water solution. Do not use solvents or harsh chemicals, as they can damage the paint and also the adhesive joining the fork parts. Excessive heat over 180° F. (82° C.) can damage the adhesive joining the parts of your fork.

Do not modify the fork in any way

Modifying the fork in any way will void the manufacturer's warranty and may be unsafe. Removing paint from a Bontrager carbon fork requires special techniques, so should only be done at the Bontrager factory. See your Bontrager dealer for more information.

Fork repair is done at the factory

Most types of fork damage can be repaired at the Bontrager factory. You must send your fork back to Bontrager through an authorized Bontrager dealer.

INSTALLATION INSTRUCTIONS FOR THE EXPERIENCED MECHANIC

These instructions are written for an experienced mechanic. If you are not sure of your ability to correctly install this fork, or do not have the proper tools for fork installation, have the fork installed by your Bontrager dealer.

Basic installation information

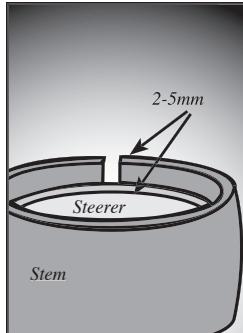


Figure 1- Stem clearance

Follow standard installation procedures for threadless headsets, and aluminum or steel steerers.

When cutting the steerer, remember the saying, "Measure twice, cut once." Any change in the existing overall stack height (head tube + headset stack height + spacers + stem steerer clamp height) will require a different steerer length. If no change is made to the overall stack height, you must still check that the existing steerer is of the correct length before determining the correct length for the new steerer (Figure 1). If in doubt, it is much better to leave the steerer long, and cut it shorter at a later time.

To remove the existing fork

1. Remove the front wheel, front brake, and stem (with handlebar assembly) from the bike.
2. Remove the upper headset parts.
3. Remove the existing fork.
4. If the existing headset is to be installed on the new fork, remove the crown race from the old fork, and clean the race thoroughly.

To prepare the new fork for installation

1. Determine the correct length for the new steerer, and cut the steerer to length.
2. De-burr and smooth the inside and outside surfaces of the cut edge of the steerer.
In steps 3 and 4, prevent damage to the fork while hammering. Support the fork on a firm padded surface while hammering, such as the plastic fork block used to protect fork ends when new bikes are shipped.
3. Install the star-fangled nut.
4. Install the crown race.

To install the new fork

1. Slide the steerer through the headset, spacers, and stem.
Check for the correct 3mm clearance under the top of the stem.
2. Attach the top cap.
3. Install the front brake using the special extra-long brake nut provided (Figure 2).
For the Bontrager Satellite fork built for cantilever or V-type brakes, the brakes are attached with standard hardware.
4. Install the front wheel.
5. Re-adjust the front brake.
6. Put the bike on the ground and adjust the headset.
7. Tighten the stem's steerer clamp bolts. Follow the stem manufacturer's normal tightening procedure.
8. Function check the installation, and adjustment, of the stem, headset, and front brake.

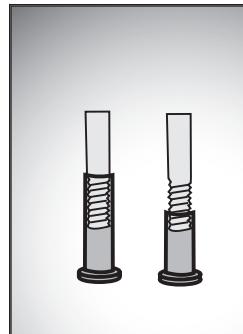


Figure 2- Brake nut thread engagement



WARNING

A Bontrager fork crown has a deeper cross-section than a standard fork crown, so a standard brake nut may not provide adequate thread engagement on a standard front brake bolt (Figure 2). Use only the extra-long brake nut supplied with the Bontrager fork. Failure to properly attach the front brake may cause loss of control resulting in serious personal injury or death.

Bontrager Limited Warranty

Trek Bicycle Corporation warrants each new Bontrager carbon fiber road fork against defects in workmanship and materials.

This warranty covers-

The fork for the lifetime of the original owner.

This warranty does not cover-

- Normal wear and tear
- Improper assembly
- Improper follow-up maintenance
- Installation of parts or accessories not originally intended for, or compatible with, the fork as sold
- Damage or failure due to accident, misuse, abuse, or neglect
- Labor charges for part replacement or changeover

This warranty is void in its entirety by any modification of the fork or its components.

This warranty is expressly limited to the repair or replacement of a defective item and is the sole remedy of the warranty. This warranty extends from the date of purchase, applies only to the original owner, and is not transferable. Trek is not responsible for incidental or consequential damages. Some states do not allow the exclusion of incidental or consequential damages, so the above exclusion may not apply to you.

Claims under this warranty must be made through an authorized dealer. Proof of purchase is required.

This warranty gives the consumer specific legal rights, and those rights may vary from place to place. This warranty does not affect the statutory rights of the consumer.